

50X1-HUM

REPORT

## CD NO.

DATE DISTR. 30 Nov. 1949

NO. OF PAGES

NO. OF ENCLS. 6  
(LISTED BELOW)

SUPPLEMENT TO REPORT NO. 50X1-HUM

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50 U. S. C. 31 AND 32 AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

50X1-HUM

- Encls: 1. Hydrotrest, State Enterprise.

2. Polish Merchant Fleet
3. Construction of a Shipyard at Komarno; Czech Tug for Navigation on the Odra River
4. Polish Inland Navigation: Forthcoming Merger of State Navigation Enterprises
5. Regulation of the Course of the Vistula River
6. Work at Secondary Polish Ports: Kolobrzeg, Darlowo, Ustka, and Swinoujscie

50X1-HUM

~~CONFIDENTIAL/CONTROL - U.S. OFFICIALS ONLY~~

STATE		NAVY	NSRB	CONFIDENTIAL/CONTROL - U.S. OFFICIALS ONLY	
ARMY		AIR	ORE	X	DISTRIBUTION

SECRET

**CONFIDENTIAL**

**CONTROL - U S OFFICIALS ONLY**

P O L A N D.

ECONOMIC.

"HYDROTREST" STATE ENTERPRISE.

JULY, 1949.

50X1-HUM

50X1-HUM

1. This is a nationalised enterprise for dealing with hydro-engineering problems. Its wide range of activities, covering the whole of Poland, include the following more important tasks:-

- (a) Construction of sluices on the GOPLO - WARTA Canal and on the AUGUSTOW Canal.
- (b) Overhaul of weirs (Plensk, Zasieki on the NYSA).
- (c) Construction or reconstruction of port wharves and breakwaters at GDYNIA, GDANSK, SZCZECIN, KOLOBRZEG (Kolberg).
- (d) Melioration work in ZULAWY.
- (e) Construction of water systems, and drilling work (e.g. Artesian wells in LODZ, construction of water systems in Silesia).
- (f) Construction of river dykes.

2. The 'Special Branch' of this enterprise is in charge of mining and explosive work (wyburzeniowe).

3. The 'Hydrotrest' enterprise collaborates with the 'SP' (Sluzba Polsce - Service for Poland) Organisation and employs various labour brigades of this Youth Organisation.

50X1-HUM

**CONFIDENTIAL**

**CONTROL - U S OFFICIALS ONLY**

P O L A N D.

ECONOMIC.

MERCHANT FLEET.  
JULY/AUGUST/SEPTEMBER. 1949.

1. New Coal & Iron Ore Ship "S/S Jozef WIECZOREK".

The sixth coal and iron ore vessel, the "Jozef WIECZOREK" was launched on 10th September, 1949 at GDANSK Shipyard.

2. Arrival of new Units built in Holland. (August, 1949).

The following vessels built in Dutch shipyards have arrived in the port of SZCZECIN:-

(a) Tug: "MIROSLAW". Engine: 500 HP.  
This is the first of 3 G.A.L. tugs to be built in Holland.

(b) Cutter: Type "Pilot-52". This is the third of its kind to be supplied by Dutch shipyards.

Note: Pilots' cutters Nos. 1 - 49 are for the GDANSK Maritime Office.  
Pilots' cutters No. 50 upwards are for the SZCZECIN Maritime Office.

3. S/S "BENIOWSKI" (1,912 BRT.). (August, 1949.).

The above ship has been withdrawn from service. She has been towed to GDYNIA and is moored alongside Basin No.1. She will be used as a floating barracks for students of the State Naval Training Headquarters (Panstwowa Centrala Wyszakolenia Morskiego)

4. S.S. "OLIWA".

Upon receipt of blueprints and instructions the GDANSK Shipyard has started on completion work on S.S. "OLIWA" launched by the SZCZECIN Shipyard.

At present Kingstons are being mounted and foundations laid for the engine and boilers. Bulwarks are in course of construction and work is being carried out on the reconstruction of the superstructure amidship and aft.

The ship will have a 1,200 HP LENTZ engine imported from Denmark.

50X1-HUM

**CONFIDENTIAL**

CONTROL - U S OFFICIALS ONLY

CZECHOSLOVAKIA - POLAND.

ECONOMIC.

1. CONSTRUCTION OF A SHIPYARD AT KOMARNO.

JULY, 1949.

2. CZECH TUG FOR NAVIGATION ON THE R. ODRA.

SEPTEMBER, 1949.

1. Construction of a Shipyard at KOMARNO.

(a) A shipyard is under construction at KOMARNO on the River DANUBE. It will be provided with up-to-date installations, and beside river craft, the shipyard will be in a position to build small sea-going vessels.

(b) The output of this shipyard will help to meet the needs of Czechoslovakia with regard to navigation on the DANUBE and the future DANUBE - ODRA Canal. Orders from other Black Sea countries will also be undertaken.

2. Czech Tug for navigation on the River ODRA.

(a) Shipyards at PRAGUE have completed the construction of the motor tug "PETR BEZRUCZ". This is the first Czech tug built in Czech yards after the war and will service Czech transit transport on the ODRA. It is capable of towing 5 barges with a total load of 2,000 to 2,500 tons against the current.

(b) When the River VELTAVA rises, the "PETR BEZRUCZ" will leave the shipyard and will proceed to the River ODRA via the River ELBE and KIEL Canal.

50X1-HUM

**CONFIDENTIAL**

CONTROL - U S OFFICIALS ONLY

P O L A N D

ECONOMIC

INLAND NAVIGATION: FORTHCOMING MERGER OF  
STATE NAVIGATION ENTERPRISES SEPTEMBER 1949

1. The two nationalised enterprises:

PANSTWOWA ZEGLUCA NA WISLE (State Navigation on the R. Vistula) and

PANSTWOWA ZEGLUCA NA ODRZE (State Navigation on the R. Odra)

are to be merged into one in the near future, and will be known under the new name "PANSTWOWA ZEGLUCA SPODLADOWA" (State Inland Navigation).

2. The enterprise STATE NAVIGATION ON THE R. VISTULA has covered the Rivers VISTULA, NOTEC and WARTA, the GDANSK - ELBLAG - OSTROD waterway, the MAZURIAN lakes, GDANSK bay and the "Frische Nehrung".

3. The STATE NAVIGATION ON THE R. ODERA has serviced the Odra.

4. The VISTULA passenger fleet numbers 36 units, twelve of which have separate cabins with berths. The number of passenger accommodation on VISTULA craft is from 200 - 500. The towing fleet consists of 62 tugs (power: 50 - 500 HP) and 370 barges of a capacity of 125,000 tons.

in parts of

5. Navigation on the R. VISTULA is handicapped by the river's shallow depth when the level of the water is low, and which, on the KRAKOW - WLOCLAWEK sector is between 60 - 80 cm. At such periods, only 30 per cent of the barges can be used. On the other hand, when the water level is high, traffic is hampered by low bridges and telephone lines stretching across the river.

Approximately                      500,000 passengers  
   15,000 tons of small goods  
   1,200,000 tons of bulk goods

were shipped to and fro during the navigation season.

50X1-HUM

CONTROL - U S OFFICIALS ONLY

CONFIDENTIAL

P O L A N D

ECONOMIC

REGULATION OF THE COURSE OF  
THE R. VISTULA: JULY/AUGUST 1949.

1. The State Communication Works Enterprise No.3 (PRZEDSIĘBIORSTWO ROBOT KOMUNIKACYJNYCH) has started on the regulation of a 100 kms. sector of the R. VISTULA. The sum of approximately 200,000,000 zloty were earmarked for this purpose in 1949.
2. Nine concave bends are being reinforced with mattresses near PELCOWIZNA, BIELANY, MŁOCINY, BURAKOW, ŁOMIANKI, JABLONNA, RAJSZEWO and BOZA WOLA. The sector 7 kms. long near RAJSZEWO will be completed this year; the width of the river has already been brought up to 225 metres, which is the standardised width. Work will continue at the remaining 7 places during 1950 and all work is expected to be completed in 1951. Approximately 500 workers are employed.
3. 25,000,000 zloty have been assigned for the clearing of the bed of the VISTULA at WARSAW. A 30 ton floating crane from TORUN will be used.
4. The PANSTWOWE KIEROWNICTWO REGULACJI WISLY (State Administration of the Regulation of the VISTULA) is carrying out intensive regulation work in the district of WŁOCIAWEK over a length of 32 kms. 30% of the annual target has been completed on the sector from PULAWY to PŁOCK.

50X1-HUM

ECONOMIC/NAVAL

WORK AT SECONDARY PORTS: KOLOBRZEG  
DARLOWO, USTKA and SWINOUJSCIE: AUG. - SEPT. 1949

50X1-HUM

I. KOLOBRZEG (Kolberg)

THIS IS AN

1. The Port Enterprises (PANSTWOWE ZAKLADY ZBOZOWE - P.Z.Z.) has put two grain elevators in commission in the Port of KOLOBRZEG. The overhaul of a third elevator will be completed shortly.
2. The eastern part of the port has been electrified.
3. The wreck of the M/S "THOMAS", lying near the head of the KOLOBRZEG mole, has been salvaged and will be used for scrap.
4. The construction of the main lighthouse with a range of 15 miles, in KOLOBRZEG has been completed. The work was carried out by the firm "FERRUM." At the same time a fog-horn with a range up to 8 miles has been put in commission.
5. Work is in progress on the overhaul and repairs to the head of KOLOBRZEG mole. Work has been completed on the clearing of wrecks and poles from the fishing port and near the entrance to the canal. Dredging is still being carried out. The wreck of a ship lying near the western mole has been removed.
6. The Head Office of Maritime Transports (CENTRALA TRANSPORTOW MORSKICH) recently drew up a list of goods which are to be sent via KOLOBRZEG to Scandinavian countries. These goods are pitprops, peat, turf bedding for farms, pressed hay and straw. The port of KOLOBRZEG may now also reload iron, sewerage pipes, iron rods and castings.

II. DARLOWO

7. Port warehouses are being repaired and the banks of the R. WIEPRZ are being reinforced on the sector between the port itself and the fishing port.
8. Work on the repair of the drawbridge over the port canal and on the fishing bridge is being organised.

III. USTKA

9. Work continues on the construction of the new wharf known as under construction.